

## Foreword\*

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The Draft Generic Environmental Impact Statement (DGEIS) for the Seward Park Mixed-Use Development Project was certified as complete by the Office of the Deputy Mayor for Economic Development (ODMED), as lead agency under City Environmental Quality Review, and issued for public review and comment on March 23, 2012. A public hearing on the DEIS was held on July 11, 2012 concurrently with the Uniform Land Use Review Procedure (ULURP) public hearing held by the New York City Planning Commission at Spector Hall, 22 Reade Street, New York, NY 10007. Oral and written comments were accepted at that hearing and throughout the public comment period, which was held open until 5:00 PM on Monday, July 23, 2012.

This Final Generic Environmental Impact Statement (FGEIS) reflects editorial revisions, revisions made to impact studies, and all substantive comments made during the public review period of the DGEIS. Notable changes subsequent to publishing the DGEIS relate to the following:

- The No Action condition. Subsequent to publishing the DGEIS, a new No Action project was identified at 215 Chrystie Street. This residential and hotel project has been added to the No Action condition analyzed in the FGEIS. In addition, the New York City Department of Transportation (NYCDOT) began implementing the Delancey Street Safety Improvements plan in June 2012. That plan will reduce vehicular traffic capacity along Delancey Street in order to enhance overall pedestrian, bicycle, and vehicular traffic safety in response to community needs. The NYCDOT plan is described in Chapter 2, “Land Use, Zoning and Public Policy,” and has been incorporated into the FGEIS analyses, as warranted.
- The Transportation analyses. The following principal changes were incorporated into the transportation analyses presented in Chapter 13, “Transportation,” of this FGEIS:
  - The altered traffic patterns through the traffic study area intersections resulting from the Delancey Street Safety Improvements plan. As described above, NYCDOT began implementing the plan in June 2012 to improve traffic and pedestrian safety along the Delancey Street corridor. The plan includes left turn prohibitions, corner “bump-outs,” and signal timing changes along Delancey Street to shorten pedestrian crossing distances and to provide pedestrians more green time to safely cross Delancey Street. In addition to promoting pedestrian and bicycle safety, the plan includes a reconfiguration of Clinton Street to one-way northbound between Delancey and Grand Streets to allow vehicle traffic to access the Williamsburg Bridge from northbound Clinton Street.
  - The person and vehicular trips that would be generated by the new No Action background development proposed at 215 Chrystie Street.
  - Signal timing modifications proposed by NYCDOT along Allen Street to improve service along the M15 bus line.

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\* This Foreword is new to the FGEIS.

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- The inclusion of additional transit elements, including escalator and internal stairways, as part of the Delancey Street/Essex Street subway station analysis.

These changes to the transportation analyses were accounted for in the air quality and noise analyses and other FGEIS analyses, as appropriate.

- The Construction analysis. A refined construction noise analysis was performed that resulted in fewer predicted construction noise impacts at the existing Seward Park High School and a shorter duration of impacts. Accordingly the discussion of construction noise in Chapter 19, “Construction,” was revised to reflect this analysis. In addition, the analysis of construction traffic was revised to account for the Delancey Street Safety Improvements plan.
- Mitigation measures. Chapter 21, “Mitigation Measures,” was revised to account for changes to the transportation and construction noise analyses.
- Project commitments. The discussion of project commitments related to replacement of the roses in the Schiff Malls along Delancey Street, certification under the Enterprise Green Communities program, the implementation of Best Management Practices, exhaust stack location requirements on Sites 5 and 9, and construction noise mitigation were revised to indicate that commitments would be required either through a Land Disposition Agreement between the City of New York Department of Housing Preservation & Development and the developer(s) to be selected through the Request for Proposals process or through a contract of sale or long-term lease or other legally binding agreement between the New York City Economic Development Corporation and the developer(s).

In addition to these changes, the FGEIS identifies the comments made during the public review period and provides responses in a new chapter, Chapter 25, “Response to Comments.” Where appropriate, the text of other chapters of this FGEIS was revised in response to comments, revisions in the analyses, or editorial changes. These revisions and changes are indicated by ~~strikethroughs~~ and double underlines.